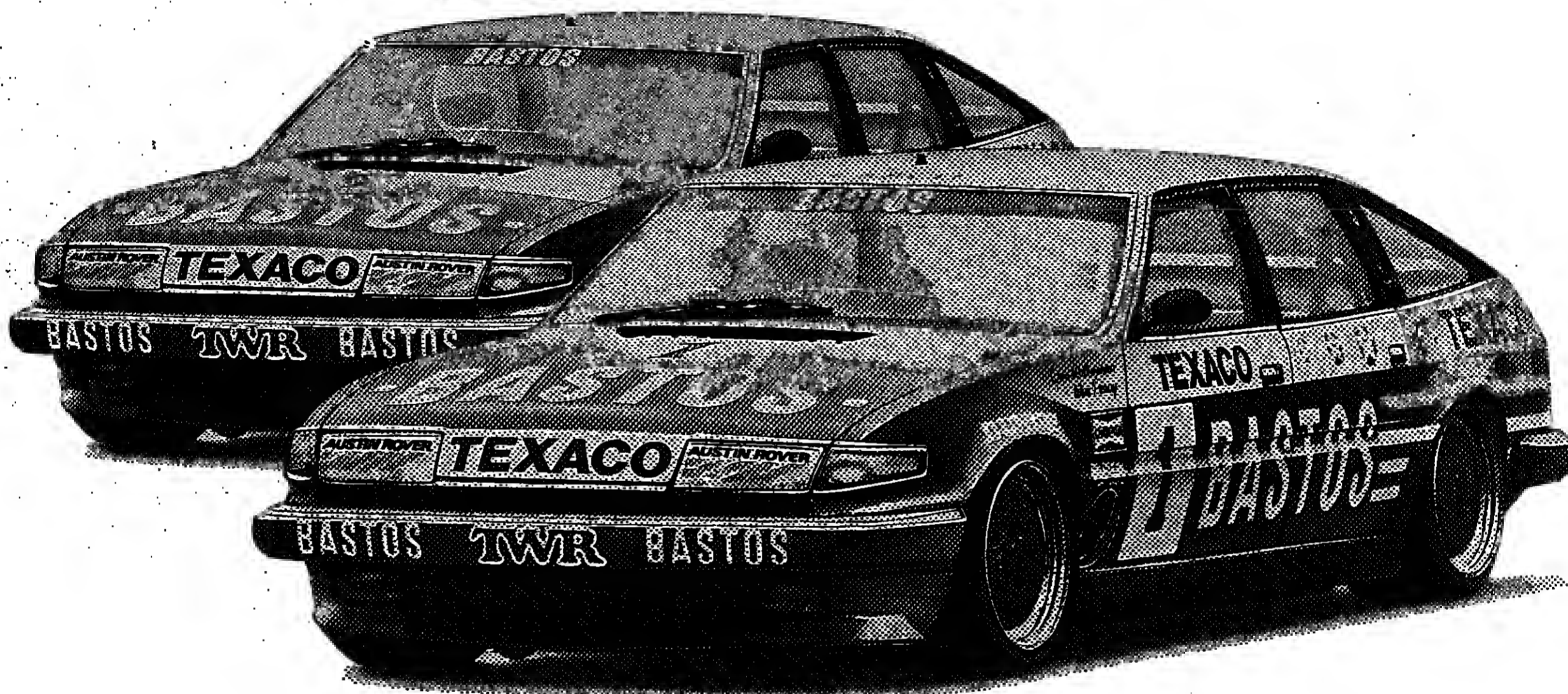


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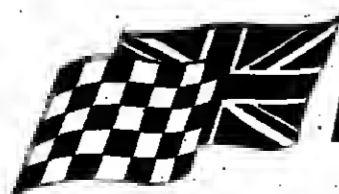
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PROF. HEINZ WOLFF

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"It seems to me," said Professor Heinz Wolff after our little test, "that had I acquired any other computer than the QX-16 with Taxi, my mother wouldn't like it."



'TAXI'

FROM EPSON

HEINZ WOLFF IS PROFESSOR OF BIOENGINEERING AT BRUNEL UNIVERSITY, CHAIRMAN OF THE EUROPEAN SPACE AGENCY MICROGRAVITY ADVISORY COMMITTEE, BROADCASTER AND CONFIRMED COMPUTER ADDICT.

CANADIAN NEWSPAPERS

Southam raises wider issues

By Derek Coomber, recently in Toronto

TWO months ago, advertisements appeared in Canadian daily newspapers to urge shareholders in Southam, Canada's second-largest newspaper group, to give full support to board proposals designed to prevent the possibility of a hostile takeover bid.

Since then, the company has given itself breathing space by winning shareholders' agreement to diluted anti-takeover proposals and by arranging a share swap with Forstar, another leading publisher.

However, analysts question whether Southam's shareholder measures will prevent a takeover. Whatever happens, the saga has already provided a re-opening of the debate about the concentration of Canadian media ownership, especially among its daily newspaper groups.

Only two years ago, Southam and Thomson Newspapers, the other heavyweight newspaper chain in Canada, had been accused (and later acquitted) of conspiracy to reduce competition between them.

The verdict was not contested by the federal government of the day, that of M. Pierre Trudeau, although that seemed inconsistent given the earlier action by that administration in having appointed a Royal Commission (known as the Kent Commission) to examine the sharp reduction in the number of newspapers in 1980. The two groups had brought about a rationalisation of newspaper titles in various main cities of Canada.

Even more surprising, considering that the Kent report had pointed to findings of a previous investigation, in 1970, by the Davy committee, which had warned about the dangers of concentration of newspaper ownership, was M. Trudeau's lack of implementation of Kent's recommendations in 1981. They were supported by seven volumes of research.

Now that there is a lack of competition—created by the pigeon-holing of Kent, the Southern Television acquisition and the continued silence of Mr. Brian Mulroney's present Progressive Conservative government on media issues—editors, commentators and journalists are starting to voice concern over further possible corporate encroachments on press freedom and choice of newspaper.

Their main worry is that even the Southern chain—with 15 daily papers across Canada, in-

cluding monopoly in three cities, a book store chain and a big stake in a television and broadcasting corporation among its C\$716.55 (\$523m) assets—could be swallowed by a conglomerate.

Visions of asset-stripping and swinging cuts in budgets, to squeeze the last cent of profit out of the independent Southern group or some other vulnerable publishing operation, haunt the worriers. There is a feeling that Mr. Mulroney's administration will do very little, if anything, to stand in the way of any cor-

porate takeover in the Daily Telegraph in Britain. Given such convoluted ownership in Canadian media and a generally open business climate in a rapidly recovering Canadian economy, it is no surprise that concern over protection of the country's newspapers has re-emerged.

The Kent commission found that chain-owned newspapers had jumped from 58 per cent of the national total in 1970 to 77 per cent in 1980. Daily papers which ceased publication during that period in-

cluding the Toronto Telegram, Montreal Star, Ottawa Journal, L'Action, Montreal Martin and Winnipeg Tribune. New daily papers had been started in Montreal, Ottawa, Kitchener-Waterloo and Vancouver, but had not survived, said the report.

Despite the failures, and partly because of the greater success of morning rather than evening newspapers, new tabloids, such as the Toronto Sun and the Quebecois, had sprung up to capture 88 per cent of the circulation lost by the papers which had died between 1970 and the end of 1980.

However, the number of Canadian cities with two or more competing dailies had dropped from 10 to eight and in the 11 cities which had more than one daily, the number of newspapers had dropped from 26 to 22, added Kent. Part of this had been brought about by Thomson Newspapers having acquired the FT paper group in January 1980 and after doing a deal with Southam, having abruptly shut the Ottawa Journal in August 1980. Part of the agreement also closed the Winnipeg Tribune and gave Southam both Vancouver titles.

It was this agreement which led to the Kent commission being appointed, because the Government had begun to fear for the power of democracy in a climate of newspaper ho-

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COMMONWEALTH BANK OF AUSTRALIA

CHINA'S CAR INDUSTRY

In search of ways out of the bicycle age

By Paul Lienert

CHINA is on the threshold of another revolution—but it is not readily apparent to first-time visitors arriving in Beijing.

On the drive into this city of 8m, you will pass new Japanese cars, ageing Mercedes saloons, local Shanghai-brand cars, faded turquoise buses of 1950s vintage, odd-looking three-wheeled minitrucks, olive-drab motorcycles with rickety sidecars, ancient tractors, single-speed bicycles and horse-drawn carts—literally a panorama on the development of automotive transport in this century.

As China emerges from years of isolation, the country's pragmatic leadership now seems eager to acquire modern technology and encourage foreign investment to spur economic and industrial growth.

China's motivation in its recent modernisation drive is different from that of its Asian neighbours. While Japanese and Korean automakers have mounted a major export push, China's still-primitive auto industry has not even begun to meet the growing domestic demand for motorcars. Although few private citizens can afford to buy a car—the Shanghai saloon costs about 16,500 yuan, whereas per-capita income is less than 1,150 a year—the thousands of new commercial enterprises now sanctioned by the state are clamouring for vehicles.

To fill the gap, U.S. and European automakers are scrambling for a foothold in what is potentially the largest new-car market in the world. Some manufacturers view their prospective partnerships in China as a short-term source of profits, others as a low-cost source of auto parts and ultimately vehicle production for their home market.

Despite labour rates that are well below those elsewhere in the Asia-Pacific region (for average Chinese autoworker earns 45 pence an hour), China will not pose a threat to European or American jobs for some years—not as long as its domestic market remains largely untapped.

China's one billion-plus consumers are a powerful lure to Western car makers. Chrysler Chairman Lee Iacocca says he plans to visit China this autumn, following in the footsteps of Henry Ford II and

former General Motors chairman Thomas Murphy, who discussed possible cooperative ventures with China in the late 1970s. Ford Vice-President Lindsey Halstead, head of the company's Asia-Pacific operations, met Chinese leaders in Beijing in early August, reportedly to open talks on similar ventures.

American Motors, established the first U.S. automotive joint venture with the Chinese in 1983, acquiring for 1.15m in cash and technology a 31 per cent share of the Beijing Jeep Corp. The partners plan to begin assembling the Jeep Cherokee this autumn, alongside a local model called the BJ212 (developed from an old Soviet design) that has been in production since the mid 1950s.

Volkswagen last year inked a joint-venture pact with the Shanghai Automobile & Tractor Industry Corp. for local assembly of VW engines and Santana cars. VW plans to invest more than 150m in the venture, by far the largest undertaking of its kind between any Western firm and the Chinese. VW chairman Carl Hahn says the company expects to reach an annual capacity of 40,000 cars and 100,000 engines by 1987; the Chinese have even more ambitious targets, and say they plan to assemble a full range of VW and Audi models by 1990.

Automobiles Peugeot earlier this year agreed to a similar venture, but on a much smaller scale, with the local manufacturer in Guangzhou.

The joint venture will assemble several versions of the old 504, including an estate and a pickup truck, beginning in 1987, at an annual rate of 50,000 units.

Peugeot took more than five years to strike a bargain with the Chinese. The company's Citroën subsidiary reportedly dickered for many months with auto officials in Shanghai before losing a joint-venture contract to VW. The Chinese explained simply that the Germans offered newer technology and more capital.

One priority of such ventures as the AMC-Beijing and VW-Shanghai partnership is to revamp and improve the efficiency of China's ageing shops and factories.

But progress thus far has been slow. According to Chinese Govern-



Shanghai saloons, made with Volkswagen's help, on the production line

ment statistics, there are only 150,000 cars on the road—about one car for every 7,000 people, compared with the 110m cars on American roads, or one for every two people.

As China has struggled to develop and improve its roads, housing and factories, the country's more than 200 vehicle and parts manufacturers have concentrated on building commercial vehicles rather than passenger cars, which in recent years have accounted for less than 5 per cent of total production. Just ten years ago, truck production topped 130,000 while the country's entire passenger-car output was a mere 1,000 units.

Officials say the factories, most of which are controlled by regional committees reporting to the central government, are outdated and inefficient. Parts standardisation and quality control were virtually unknown at many of the assembly plants before the Government launched a massive drive four years ago to revamp the country's fragmented production system and centralise planning.

The China National Auto Industry Corp was established in Beijing in 1982 as a quasi-government agency to develop production and quality targets, monitor productivity and otherwise oversee most of the regional vehicle and parts producers. Its policy is one of

steady, controlled growth for the industry.

Under CNAIC's administration last year, car production in China totalled a mere 5,000 units—about half a day's output at GM in the U.S.—while the optimistic 1986 forecast is 18,000 units (about 5 per cent of the total vehicle production target of 360,000). An even more ambitious goal is to reach annual automobile production of more than 300,000 by 1990, while commercial vehicle production rises to around 600,000.

It appears that production methods at the Beijing Jeep plant, where workers still essentially hand-assemble vintage four-wheel-drive models, have not changed much since the Russian advisors walked out of the plant in 1960, shortly after Mao Zedong's disastrous "Great Leap Forward" plunged China into economic chaos. Automation is virtually unheard of; workers still wield hammers, mallets and screwdrivers, rather than automatic machinery, in most sections of the plant.

By Western standards, productivity is abysmal. Before AMC managers arrived in late 1983, about 30,000 workers assembled the same number of vehicles a year. Since then, the workforce has been slashed to 4,000, while production in 1984 doubled to about 20,000—still less than one-tenth the annual output of a typical U.S.

assembly plant.

Assembly techniques at VW's joint-venture operation in Shanghai are only slightly more sophisticated than at the Beijing plant.

Now the centre of China's passenger-car industry, Shanghai is the headquarters of state-owned Shanghai Automobile & Tractor Industries Corp. (SATIC), which produces a wide range of trucks, buses, tractors, motorcycles and automobiles.

The current model, which vaguely resembles an old Mercedes saloon, is still produced at the rate of 6,000 a year, but is scheduled to be replaced next year by the VW Santana.

The deal with Volkswagen, which recently took over management responsibility for the joint venture, is termed the largest joint venture in China's history. The pact calls for renovation of the present factory, construction of a new facility and eventual production of 300,000 cars and 500,000 engines a year by 1990.

VW is supplying SATIC with engines, transmissions, body panels and other parts from Germany, but the goal is to reach 80 per cent Chinese parts by 1990, according to Zhang. He says the factory hopes to produce 6,000 Santanas this year, up to 15,000 in 1986 and 30,000 by 1987.

The Santana, which sells for

the equivalent of 19,200 in China, will be joined in production later by VW's Golf/Jetta models and the mid-sized Audi 100/5000 sedan.

China's recent move to attract more foreign investment, through its so-called "open door" policy, has encouraged European and U.S. car makers, drawn by the potential of the vast Chinese market and the promise of low labour rates.

Chrysler Executive Vice-President Stephen Sharf this year has dispatched several trade missions to China, which has expressed interest in building Chrysler's 2.2-litre four-cylinder engine under licence, as well as some Chrysler commercial models.

Ford has maintained close relations with the Chinese, selling them small numbers of trucks from the U.S. and cars from Brazil and West Germany. Ford has even trained Chinese research engineers at its technical centre in Dearborn.

The country's 150m urban workers, for example, still earn only 1,200 a year on average (China's 800m peasants average about half that income).

That helps explain why the bicycle, which costs about 140, is the most widely favoured means of transportation (there are 300m on the road, or one for every three people).

Private ownership of cars, with few exceptions, is still discouraged by the Communist regime, which emphasises public transportation (mainly buses and trolleys). And, although some citizens are just now being permitted to buy cars—a 60 per cent down payment and written approval from the local party chapter are required—there simply are not enough vehicles to go round, nor will there be for years to come. Imports are limited to less than 100,000 units a year, the meagre domestic car output is snatched up by municipal taxi fleets, government agencies and other regional and local enterprises.

Chinese car executives, meanwhile, are aggressively pursuing potential foreign investors, particularly in the U.S. Earlier this year, Detroit automakers hosted a Chinese delegation that included top officials of the CNAIC. CNAIC officials met executives such as GM President F. James McDonald and Ford Chairman Donald Petersen to discuss China's needs.

Chen Zutao, CNAIC executive vice-president and chief engineer, was part of the group that visited Detroit.

"We discussed some potential contracts with GM and Ford, mainly production of light trucks and major components like engines, axles and stampings. The U.S. has the most advanced technology in the world (but) the Big Three seem more interested in forming joint ventures than in licensing their technology. We offered them some Chinese ventures, but they seem to prefer a 50-50 split. They do not have enough confidence yet in the Chinese market."

Adds Chen: "China represents a very big market in the future. U.S. companies should be prepared to introduce their technology in China if they want to get a piece of that market." Compared with U.S. automakers, the Japanese appear reluctant so far to establish long-term business ventures in China.

Japan remains China's biggest trading partner, supplying a quarter of the country's imports. Trade between the two nations grew to more than \$13bn last year; in comparison, U.S. trade with China in 1984 totalled \$6bn.

Vehicle imports from Japan (mostly trucks and buses) have grown from 20,000 in 1982 to 50,000 last year, and the figure could easily double in 1985. The largest exporters are Toyota Motor, Japan's top car producer, and Mitsubishi Motors, Chrysler's Japanese affiliate.

Chinese officials are alarmed at the growth in car exports from Japan, and recently have insisted the Japanese transfer engineering and manufacturing technology as part of their export agreements with China.

To date, the Chinese have only signed joint assembly agreements with the three smallest of Japan's nine car makers—Daihatsu Motor Co, Suzuki Motor Co, and Isuzu Motors Ltd—involving production of light commercials.

Japan's reluctance to share its technology could give Europe and the U.S. an open door. Says Chrysler's Sharf: "I can't imagine we would be stupid enough to give away a market that size to Japan. We'd be fools to miss that opportunity."

The author is automotive writer and columnist for the Detroit Free Press.

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UK NEWS

Barry Riley concludes the series on self-regulation in the City

Weighing up the Eurobond market

A MEETING next Friday in Zurich of the board of the Association of International Bond Dealers (AIBD) will consider key recommendations which could determine the position of the Eurobond market in the new regulatory framework proposed for the UK's investment markets.

The British authorities have decreed that firms operating within the market and the market itself will be brought within the jurisdiction of the Securities and Investments Board (SIB).

The SIB has just recruited a Eurobond practitioner, Mr Richard Britton from Dresdner Burnham Lambert, as its director of international securities regulation.

But the British authorities face a delicate balancing act. The Eurobond market has become centred in London—where some 75 per cent of business is thought to take place—precisely because of the lack of onerous regulation. And the SIB regards the promotion of the City of London as a major international financial centre as one of its main objectives. So how can the market be regulated without driving it away?

It is far from a peripheral matter for the City. The market is a hidden giant, with capitalisation estimated at \$350bn, making it something like twice as big as the UK gilt-edged market.

Some Eurobond practitioners have been offended at how little the British authorities know about the market. Last January's White Pa-

per did not mention the market, even though it is Britain's biggest. The reason, of course, is that it is largely in the hands of foreign banks.

Conscious of their market's size and importance, Eurobond practitioners are resistant to the idea that they should come under the umbrella of another body such as the London Stock Exchange. "We didn't want to be a minority in somebody else's exchange," says Mr Ian Steers, the Wood Gundy executive who has headed an ad hoc working party set up jointly by the AIBD and a newer body, the year-old London-based International Primary Market Association (IPMA).

The AIBD has some 700 members active in the secondary market in Eurobonds. The IPMA is a more specialised body of 45 issuing houses, all of which are also members of the AIBD.

The Steers working party has considered various options and has tabled a list of alternatives for consideration by the AIBD this Friday and by the board of the IPMA a week later.

There are two separate aspects to regulation of the market. One concerns regulation of the market itself, and in particular the question of whether the AIBD would be prepared to turn itself into a designated investment exchange. The other concerns the need of firms operating in London to register, either

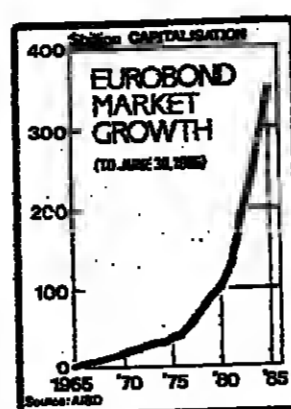
with an approved self-regulatory organisation or directly with the SIB. There can be little compromise over the second aspect. So long as the legislation proceeds on schedule through Parliament the firms will have to be registered by the end of 1986 or cease trading in the UK.

Some—though not the SIB—argue that there could be more flexibility on the question of recognition of the market. It is widely regarded as impractical that within 15 months the Eurobond market could fulfil all the criteria laid down by the SIB for recognition—including independent lay members on the board, adequate disclosure of trading information, approved listing requirements and effective disciplinary procedures.

Key issues will be the degree to which the SIB might be prepared to dilute its requirements on the grounds that the Eurobond market is 99 per cent a professional market (so there are no Auntie Mabels in Bournemouth or Baden-Baden to be protected) and that a transitional period of several years is in any case required.

As for the registration of firms, the idea of a link with either the Stock Exchange or with the National Association of Securities Dealers and Investment Managers (Nasdim) appears to have lost popularity, though contacts have been made with both these bodies.

Direct registration with the SIB



remains a possibility. But the more intriguing idea—and one being welcomed by the SIB—is that a new self-regulatory organisation (SRO) should be set up. This would not be specifically for Eurobond traders, but would cover the whole field of international securities trading in London. It would certainly include the fast-growing business in international equities, and might extend to shorter-term monetary instruments such as certificates of deposit.

The SIB is talking of an association of international brokers and dealers which might turn into something like the U.S. National Association of Securities Dealers which has spawned a highly successful domestic over-the-counter market. The SIB is seeking a com-

mitment from a number of prominent firms in the Eurobond market and elsewhere and will be writing to the AIBD in pursuit of this objective.

Many practitioners are suspicious of the idea. The prospect of whipping many nationalities into line is a daunting one, and the project has not yet got off the ground.

But the pressure is mounting. Mr Steers said: "People haven't got their minds around it yet. But we had better get down to it, or we will be supervised by people who don't understand the business." He says that this would have "horrible consequences."

If the new international brokers and dealers SRO becomes established it will emerge as one of probably five SROs to be recognised by the SIB. The others would be the stock exchange, Nasdim, the Association of Futures Brokers and Dealers and a proposed specialist SRO for investment managers.

A major cause for concern among the big international securities groups is the danger of proliferation of such bodies. At the least, a major securities house could be required to join the stock exchange in respect of gilt-edged and other domestic business, the AIBD in respect of futures business and also the international SRO.

"Quite a muddled picture is emerging," complains a leading practitioner.

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Companies to ballot shareholders on party fund donations

BY CHARLES BATCHELOR

THE CONSERVATIVE PARTY'S money managers may be feeling some unease at a small but growing number of announcements made at annual meetings of British companies this summer.

The chairman of several large concerns have made promises to put the issue of political donations to their shareholders—and most of those are made to the Tory Party.

BET, the laundries, publishing and transport group, last week joined the ranks of companies that plan to canvass the views of their shareholders before continuing its £10,000-plus annual contribution to Conservative Central Office.

If the trickle becomes a flood, and if shareholders do vote to stop or reduce their company's contribution—possibly recouping some of their money to the Social Democrat/Liberal Alliance or even to Labour—Conservative funding might suffer.

The Labour research department's annual review of political contributions by British business showed last month that 313 companies donated £2.83m to political parties in 1984. No less than £2.22m went to the Conservatives.

British & Commonwealth, the shipping, air transport and financial services group headed by Lord Cazen, a prominent Tory supporter, has topped the donors' list for the past two years.

The research department—which is backed by unions—found 17 companies that donated £40,000 or more to party funds or to conduit organisations. Only one of these companies, BSM Holdings, the driving school, did not support the Conservatives. Its money went to the Liberal Party.

At the moment, the Tory treasurer does not appear to be concerned by the possible threat to their income. The Conservative Party does not disclose the source of its funds but it does receive donations from "many thousands of companies and even more individuals." Each, it believes, should be left to make up its own mind.

The issue of companies' donations to political parties was highlighted by a report published last May by a working group of the Constitutional Reform Centre, a research and lobby group, and the Hansard Society for Parliamentary Government.

The report proposed a voluntary code of practice for companies making political donations.

It urged that:

● Companies that wanted to make such donations should obtain shareholders' consent at the annual meeting.

● The boards of such companies should make a statement to share-

DONATIONS TO POLITICAL PARTIES IN 1984

British & Commonwealth	£101,792
Allied-Lyons	£ 82,000
Racal	£ 75,000
Plessey	£ 75,000
Taylor Woodrow	£ 63,275
London & Northern	£ 57,000
Marks & Spencer	£ 57,000
Manson Trust	£ 55,000
Guardian Royal	£ 53,324
Exchange	£ 50,000
AGS Research	£ 50,000
Distillers	£ 48,500
United Alloys	£ 48,000
BSM Holdings	£ 43,000
Northern Engineering	£ 43,000
McGraw-Hill	£ 43,000
Woolworth	£ 40,000
Trusthouse Forte	£ 40,000

Source: Labour Research Department

holders explaining why they considered contributions to be in the interests of the company.

● Companies making donations should do so openly and not use conduits such as the British United Industrialists' organisation, which channels money primarily to the Conservative Party.

The report also recommended that the law should be changed to require political parties to disclose the source and size of all significant donations and publish annual accounts. Of the four main parties, only the Conservatives have not published figures.

The question of corporate political donations was brought into prominence by the Trade Union Act of 1984, requiring unions to hold regular ballots on political funds.

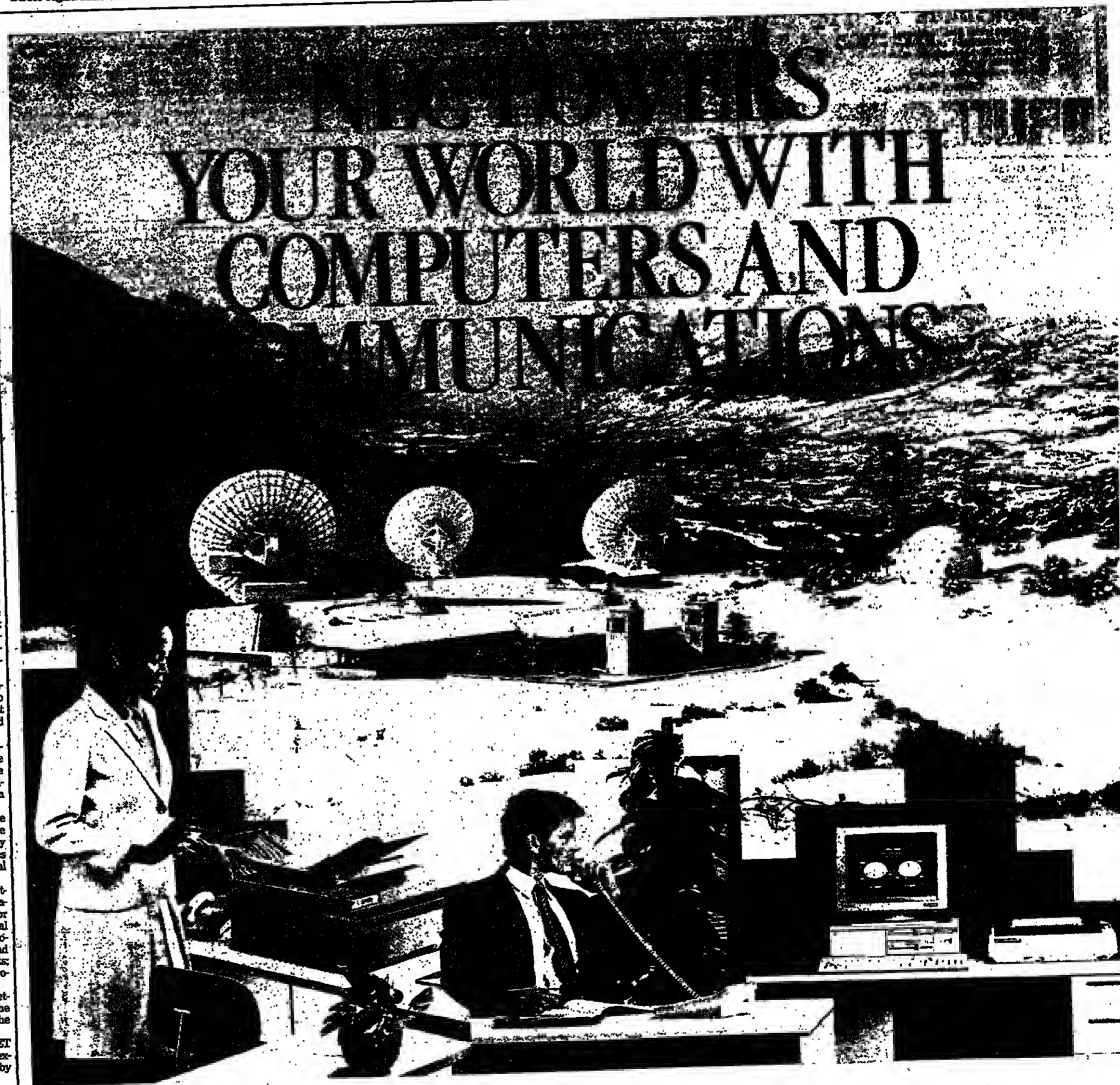
Many people argued that, if individual union members were to be given the chance to decide on where union funds were spent, then individual shareholders should be given the same right.

The rise of the Alliance in the opinion polls has meant that the Conservatives are not necessarily the automatic choice of companies keen to play a part in the political process.

The Labour research department's team identified a few companies that had decided to ask for shareholders' consent to political donations. They were Tarmac & Colonial Investment Trust; Lowland Investment; Majestic Investments; Willie Fisher, a large insurance broker; and Witan Investments.

Since then some larger and better known names have joined the list of companies considering the issue.

Only Marks & Spencer and BET have gone as far as to say they expect to poll their shareholders by means of proxy cards.



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CHONGQING 8



Smiles for overseas visitors in the grain section of a Chongqing market. The city's authorities are seeking to attract more longer-stay visitors from abroad. More hotels are being modernised



Crowds through the streets in central Chongqing—a city without bicycles

Leisurely approach to exploiting province's attractions

Centre for Yangtze cruises

Tourism

ROBERT THOMSON

ON THE lush slopes of Huangshan, about 20 km south of Chongqing, a rundown house that is home to four families carries a large sign telling tourists that the property is both occupied and out of bounds—so go away.

The tourism official who led an inspection explained that the house was once the villa of General George C. Marshall, the U.S. Chief of Staff during the World War Two, and later the U.S. "mediator" between the Nationalist and Communist Chinese. At the time, the U.S. Government was actively supporting the Nationalists.

Another tour guide later suggested that Marshall had never stayed there at all. The second opinion was that

Marshall's villa was 50 metres up a muddy garden path... a three-storey house in a similarly ramshackle state. The first official maintained that this house to five families was really the villa of Chiang Kai-shek, and attracts the odd Taiwanese tourist who has come to admire a past haunt of the Nationalist Generalissimo.

Those two villas tell much about the development of Chongqing's tourist industry, which is attempting to make the city more than a transit lounge for tourists taking a boat down the Yangtze River and through its gorges.

Development of tourist attractions is now the formal responsibility of three groups in charge of tourism: the Chongqing Tourism Company, the China International Travel Service (Chongqing branch), and the Chongqing China Travel Service. Development is left to all and sundry other bodies, which will improve facilities at their own pace.

A tourism official explained that those two villas should be renovated, but the work and the timing will be left to the managers of a Communist Party Sanatorium on the other side of the hill. The Sanatorium managers are just one of many groups responsible for tourism in an industry top-heavy with bureaucracy.

Three organisations

Wang Zhiguo is the deputy general manager of the Chongqing Tourism Company, and the deputy general manager of the China International Travel Service.

Chongqing Branch, and the Deputy General Manager of the Chongqing China Travel Service (the three organisations split the handling of visits by local Chinese, foreigners, and overseas and compatriot Chinese, and foreigners). Mr Wang explained that some staff work for two of the three groups, but if the third is short-staffed, then staff from the other two can work for it, as well.

Asked whether three sometimes overlapping organisations are the most efficient way to run a tourist industry, Mr Wang said: "It is efficient because in reality, it is one. If one is in need, the others can help."

Chongqing's economic report

for last year stated that 36,379 overseas visitors passed through the municipality, a 28.5 per cent increase on 1983. Mr Wang suggested that there were in fact 30,000 visitors, up from 24,000 visitors in 1983.

The visitors stayed an average 1.5 days in Chongqing, and about 60 per cent of them took the Yangtze River cruise. What Mr Wang and the four other deputy general managers in the three tourism bodies are attempting to do is ensure that Chongqing holds the interest of tourists for longer periods of time.

Mr Wang concedes that there is not enough good quality accommodation to go around. At present, Chongqing has 500 rooms with bathroom, and aims to increase that figure to 1,700 by the end of 1987.

Among the planned projects are the renovation of the Chongqing Hotel at a cost of \$5m; also a \$7m extension of the distinctive Renmin Grand (which has an enormous auditorium between its two wings, said to be modelled after the Peking's Temple of Heaven); and the building of a \$20m hotel, the Yangtze, with 400 rooms.

Local officials have adopted a rather casual approach to the renovation of the Renmin Grand. As Mr Wang describes the situation, the municipality was going to bear the cost itself, and then decided to seek overseas assistance.

"Many companies would like to make this investment because this will get a return very quickly. Now we are not in a hurry to sign a contract quickly," he says.

In early July, the Chongqing authorities were negotiating, at their leisure, with "three or four" Hong Kong companies.

If Chongqing is to hold tourist interest, the "captive audience" mentality will have to be changed. Facilities in the Renmin Grand—visitors are "honoured" to spend just one night in its precincts, according to one local official—are inflexible, and designed for the rush-through tourist groups.

Business people and tourists spending more time in the area will find, for example, that the Renmin Grand's menu is fine for the tourist breakfast—dinner and departure the next day, but is lacking in variety for those staying longer of their own free will or of necessity.

A problem for the tourist

groups is the weather in the "mountain city." Not for nothing is it known as one of the three "furnaces" of China. Fog frequently delays landings and take-off at the present airport, which is in a fog-shrouded basin, about an hour's drive from the city centre. A new airport is planned, but until plans are translated into bricks and mortar, delays are likely to remain chronic.

The delays cause a chain reaction of disruption to itineraries, which generally include a visit to the Dazu stone carvings, in Dazu county, 160 km north-west of Chongqing, which date from the 9th and 10th centuries. Then there is Red Crag village in Chongqing city, formerly the home of Zhou Enlai and headquarters of the Communist Eighth Route Army.

Disruptions

There is, also, a history of disruption to the Yangtze River cruises. In June, a landslide halted river traffic for over a week, stranding passengers in Chongqing. Tourist officials say that such things are rare, but one tourist who had a stage chopped from her tour because of the landslide found that four days in Chongqing were a few days too many.

About 40 per cent of tourists to Chongqing come from the U.S., between 20 and 30 per cent from Japan, and the remainder from South-East Asia and Western Europe. Unusually, the French outnumber the West Germans, who are much more frequent travellers in China, as the Dazu stone carvings are widely known in France.

A tourist guide, Mr Chen Zunhua, who works for the China International Travel Service, Chongqing branch, and the Chongqing China Travel Service, observed that the French request to see two collections of stone carvings, whereas other tourists are happy with the one.

American tourists, Mr Chen, often want to be taken to historical sites from World War Two (the old U.S. Embassy and Marshall's villa among them). Europeans are generally more interested in the area's cultural heritage, and the Japanese, meanwhile, have a fascination with the parks and Buddhist relics.

Chongqing Animal By-products

Located at the juncture of Yangtze River and Jialing River in southeast Sichuan Province, the Land of Abundance, Chongqing is an important city in Southwest China. It is a hub of water and land transportation and is thus a distributing centre for goods and materials.

With its mild climate and abundance of water and lush grass, Chongqing enjoys natural advantages that favour the rearing of live-stock like geese, ducks, rabbits, pigs and goats.

Chongqing Animal By-products Import and Export Branch handles the export of a large variety of quality products including bristles, sausage casings, hides, fur products, leather goods and down filled goods. Among them, our "CHONGQING" bristles (originally under the brand name of "TIGER"), "GLOBAL" casings, "SWAN" feather and down goods and Sichuan raw goatskins are particularly famous both at home and abroad for their unique quality and long history of production.



Leather Shoes

With its solid technological foundation of shoe-making industry, Chongqing started exporting leather shoes for men, women and children as early as the 50's. Chongqing leather shoes are exquisitely made of selected cowhide, pigskin or goatskin. They are marketed to Europe, America, the Near and the Middle East, Hongkong and Macao, and are very well received by users the world over.

Leather Garments

Made with Chongqing's Sichuan raw goatskins, which are famous for their lightness, tenacity, elasticity, luster, smooth surface and resistance to wear, Chongqing quality leather garments are available in a wide range of elegant designs.



Rabbit Hair

Rabbit hair from Chongqing is reputed for being long, loose, clean and white. This fine quality hair is ideal for production of superb knitwear.

Bristles

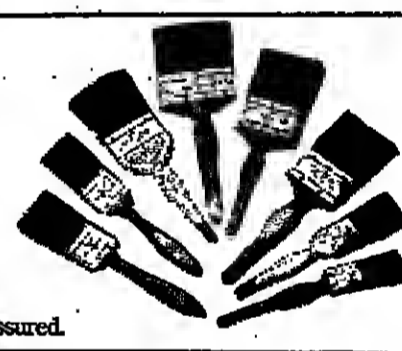
"CHONGQING" bristles (originally under the brand name of "TIGER") are available in different stiffness. They are tenacious, elastic, and resistant to heat and wear. They branch a little at the tip and thus can hold a large quantity of paint.

"CHONGQING" bristles, with properties superior to any manmade bristles, are ideal materials for paint brushes and other brushes for industrial or domestic use.



Paint Brushes

"TIGER" paint brushes from Chongqing are available in different stiffness. They are noted for high tenacity and good resistance against heat and wear. The bristles used branch a little at the tip, and thus can hold a large quantity of paint and reach into small cracks and remove dust in them. With "TIGER" paint brushes, smooth painted surfaces are assured.



Hides

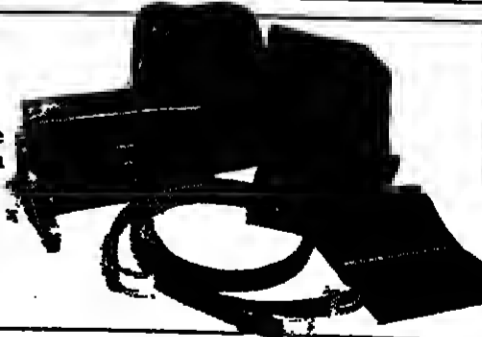
Hides that Chongqing exports include raw goatskins and skins of other wild animals. Chongqing raw goatskins are the most important representation of Sichuan raw goatskins. They feature clean sheet, standard size, even thickness, fine texture, pliancy, high resilience and tenacity, short hair as well as fine plate. Our hides are intact with heads and legs and are dried as flat sheets. They are superb raw materials for high-grade leather goods and have long been highly acclaimed in the world markets.

Sausage Casings

Sausage casings from Chongqing have a good reputation for their thinness, smoothness, softness, freshness and even diameter. They are tear-resistant through steaming, smoking, boiling or frying. Casings from Chongqing make fine ingredients for all kinds of sausages.

Leather Products

Chongqing wrist bags, wallets, belts, gloves, suit cases and other leather products are made of fine, smooth pigskin, goatskin or cowhide of top quality. With their superb designs, excellent workmanship and full specifications, they enjoy high reputation in the world.



Chongqing Animal By-products Branch does business in many flexible ways. We are active in businesses such as processing clients' materials, processing to clients' samples/drawings, co-production and compensation trade. Traders all over the world are cordially invited to come to Chongqing to discuss business with us. Please contact us today for catalogues and further information.

Person to contact: Mr. Sun Dahan
China National Native Produce & Animal By-products Imp. & Exp. Corp., Chongqing Animal By-products Branch
35 Lin Jiang Road, Chongqing, Sichuan, China
Cable: "BYPRODUCTS" Chongqing
Tel: 41902, 42295 Chongqing
Telex: 62182 ABCQB CN



Fur Products

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Chongqing also exports fur mattresses, cushions and back cushions of rich and varied designs.

Feather and Down Products

The down products we handle include "SWAN" down filled clothes, ski suits, mountaineering suits, quilts, pillows, mattresses and sleeping bags. All are made of fine down which is rigorously cleaned and sterilized. The covers are made of imitation flannel and nylon taffeta silk. Soft, comfortable, resilient, fashionable and fine in workmanship, Chongqing down clothing is winterwear of top quality.



COMMERCIAL CRIME

The tough battle against crooks with a telex machine

By Charles Batchelor

BANKING should be booming in the western Pacific. From Saipan to Nauru, from the Marshall Islands to the Cooks, islands throughout the region have been attracting the attention of would-be bankers.

The remoteness of these exotic locations from the major financial centres is no deterrent. In fact, distance from the established world of banking and from the thresome regulations which govern its participants is one of the attractions. For the last thing that many of the banking applicants want is too close an eye to be kept on their operations.

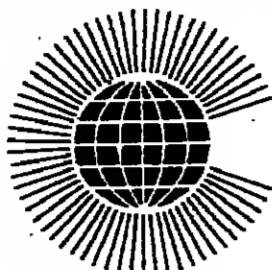
With the American authorities turning the heat on the traditional Caribbean centres of offshore banking the criminals have sought out less accessible destinations through which to channel payments, launder the proceeds of drugs or prostitution, or take the final pay-off in elaborate international frauds.

The desire of some of the Pacific islands to develop new sources of revenue to boost their economies make them a ready prey for the fraudster.

A bank set up on one of the Pacific islands handled payments of no less than \$160m

in its first six months of business. Investigators believe these were the proceeds of Chinese criminals active in South East Asia.

"All you need is a crook with a telex machine," says Dr Barry Rider, head of the Commonwealth Commercial Crime Unit,



COMMONWEALTH SECRETARIAT

a small team of investigators set up in November 1981 to meet the growing threat of international commercial crime.

Rider, a deceptively relaxed 33-year-old, combines his crime unit work with an academic career at Jesus College, Cam-

bridge. A lawyer by training, he spent five years in the criminal investigation field in the Far East before being asked to set up the unit.

"Some countries in the Pacific are trying to develop too quickly as financial centres," he says. "The difficulty is that the only time you can regulate these banks is when they apply for a licence. Once they have got a licence banking secrecy come into play and there is no way of checking what they are doing."

"The problem is that there are no viable sources of information to positively vet people applying for bank licences. Even if you were one of the UK clearing banks dealing with one of these 'banks' in the Pacific or the Caribbean it would take two to three weeks to check the credentials of the people you were dealing with."

Rider and his small team have been attempting to fill that information gap working from cramped offices in the Marlborough House headquarters of the Commonwealth Secretariat off London's Pall Mall.

"If someone applies for a banking licence in, say, the Cook Islands and we know he is linked to drug operations

then he won't get his licence," says Rider.

Working on a shoe-string budget the crime unit has built up an impressive information base on known fraudsters around the world.

The crime unit was set up to foster co-operation between national law enforcement agencies within the Commonwealth in their fight against commercial crime. However, many Third World countries simply did not have the skills to handle this type of crime and from the start the unit was deluged with requests for intervention in specific frauds or attempted frauds.

In its brief existence it has handled no fewer than 900 requests for help from Commonwealth countries ranging from Antigua to Zimbabwe, Australia to Singapore. It has also dealt with requests from the U.S., the Soviet Union, Indonesia and Switzerland in cases where Commonwealth countries were also involved.

How does the unit work? A typical request might come in the form of a telex seeking information on someone who has applied for a banking licence or who is offering a loan to a

government—in return for the payment of an arrangement fee in advance.

The unit's own rapidly expanding files or contacts with law enforcement agencies around the world can usually provide a profile of the individual involved or the bank he is using and establish any crime connections.

A commissioner in one Commonwealth country kept a suspect financier waiting in his outer office while he sent off an urgent request for information from the crime unit. The suspect, who was seeking a letter of introduction to the finance ministry, turned out to have a criminal record and was detained on the spot.

The unit's work reflects the growing belief among crime prevention agencies that tracing the flows of money is the most effective way to crack crime. Don't go for the drug peddler on the street—which is small fry anyway—go for the men as the organisers of the rackets move their earnings to safer destinations, this argument goes.

This was an important theme to emerge from a four-day conference held in Cambridge last week to look at the misuse and

abuse of banks and other financial organisations.

The gathering, attended by 300 ministers, senior law officers and policemen from both Commonwealth and non-Commonwealth countries, called for governments to consider legislation to ease access to financial and other records.

It urged an attack on organised crime through its financial assets and called for money laundering—not itself an offence—to be declared unlawful in certain circumstances.

The ingenuity of the criminal means that frequently the profits of crime will move half-way round the globe before reaching their final destination.

In one case, documents found on a courier picked up in Hong Kong related to financial dealings involving banks in four European countries. Among the documents were letters of deposit drawn on a bank still trading in a U.S. trust territory in the Pacific despite the fact that its banking licence had been suspended. The bank owners were traced via Miami and New York to a Mafia boss who was laundering the proceeds of drug trafficking through a lengthy chain of transactions.

The crime unit is currently concentrating its efforts on the problem of "shell" banks—banks set up in offshore centres to "front" a criminal organisation.

"We are targeting known professionals who are involved in setting up crooked banks," says Rider. "These are lawyers, bankers and accountants who act as mercenaries for the Mafia and other organised crime groups in violation of the ethical standards of their profession."

The unit is co-operating in this venture with Interpol, the Paris-based organisation set up to co-ordinate the work of police forces to combat cross-border crime.

When Commonwealth law ministers took the decision in 1977 to set up their own commercial crime unit they saw it as complementing Interpol, which they felt was not wholly adequate to combat this form of crime.

The law ministers took the view that while Interpol was the most effective means of communication over specific ordinary criminal law offences it lacked the resources or the powers to do much about economic crime.

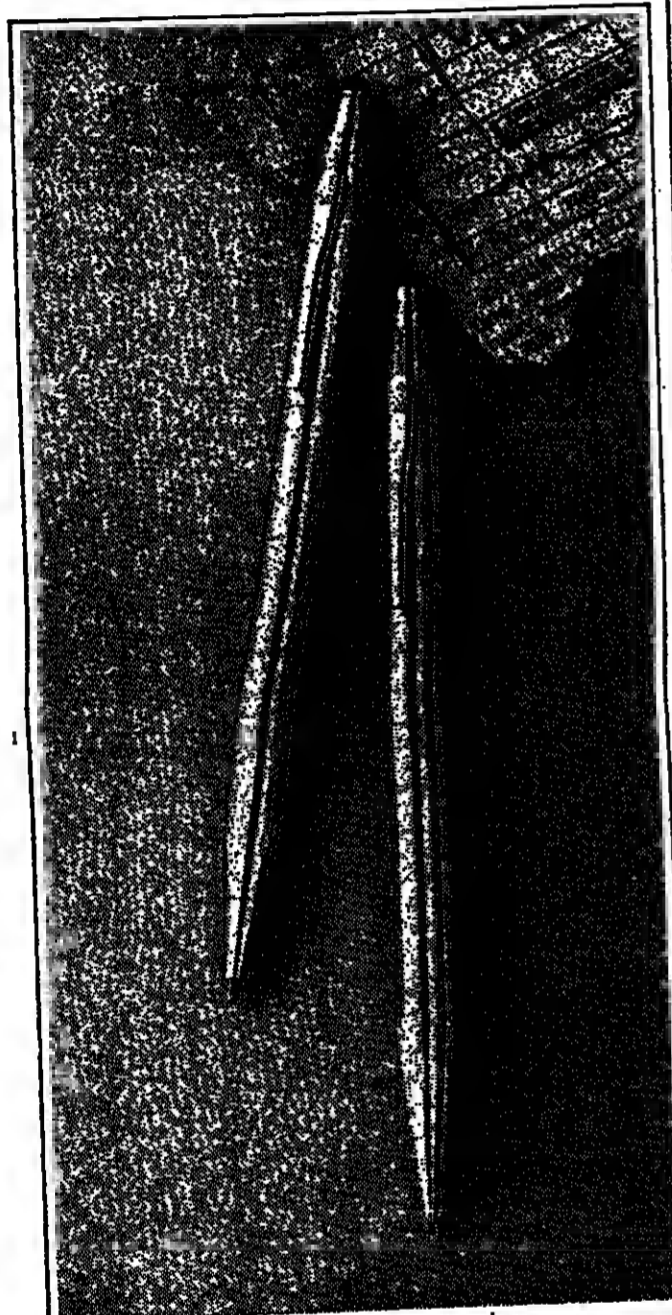
The crime unit too has had to survive on very tight finances, though Rider feels his increased recognition has led to slightly more generous funding. Rider is now backed by two full-time investigators with legal and accountancy training and three assistants with legal and police backgrounds on secondment from Fiji, Zambia and Singapore.

Being part of the Commonwealth Secretariat has its advantages, he argues. "We could not operate as part of a high profile organisation such as the United Nations or the Foreign Office. We need speed and an informality. Unfortunately this also means we have low profile funding."

Compared with the billion dollar profits of organised crime, the funds that are available to the Commonwealth Crime Unit are minimal. "We are still just playing at it," says Rider, with a wry smile.

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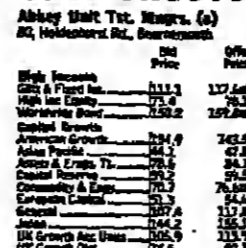
And PAFEC Ltd., a computer software company in Nottingham, which has grown

fifty per cent each year since 1976, needed 50 more graduates last summer. And they are taking on even more this year.

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Equities Priv.	562.8	174.3
Additional Names		
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Amalgamated Trust Fd	14.7	112.2
Amalgamated Trust Fd	111.0	129.5
Second Income Fd	142.6	126.9
Special Snd	154.6	147.7
Energy Fd	30.0	3.2
Energy Majors	28.2	3.1
Small Cos Fd (Older)	14.9	31.1
Int'l. Technology	21.3	34.2
International Income	14.8	34.2
European	425.5	465.3
Affiliated Member Unit Trusts P.L.C.		

Balanced Transfer		Unbalanced Transfer	
First Trust	1,000.0	1,000.0	1,000.0
Greenwich & Inc. Trust	107.4	114.8	114.8
Greenwich Trust	107.4	114.8	114.8
Salisbury Trust	260.2	270.0	270.0
Acme Trust	243.7	250.0	250.0
Total	1,618.7	1,759.6	1,759.6
Asset Value Inc. Trust	177.2	24.0	24.0
First Income Trust	27.0	200.0	200.0
First Income Trust	27.0	200.0	200.0
First Income Trust	27.0	200.0	200.0
First Income Trust	27.0	200.0	200.0
Total	268.2	424.0	424.0
Total Transfers	1,886.9	2,183.6	2,183.6
International Trans.	107.4	61.3	61.3
Asset Value Inc. Trust	177.2	24.0	24.0
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Conservancy	74.2	
Dividend	100.0	
(10% Withdrawal)	111.5	
Current & Interest	107.8	
10% Withdrawal	100.0	
Current & Property	104.2	
Current Growth	107.2	
10% Withdrawal	100.0	
Unit Income	104.4	
High Yield	100.0	

World Auto Sales	21.2	22.1
Preference	24.8	25.1
Smaller Companies	29.7	31.1
(Accumulation)	106.5	111.1
World Penny Share	8.3	8.8
Portfolio Total		
Hong Kong	42.8	44.9
UK	42.8	42.0
Japan	51.2	53.0
U.S.	46.7	49.3
Europe	45.0	47.9

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Pool	100A.6	219.5
Gasoline Fund	107.7	32.9
High Tech Equity Fd.	105.8	57.2
Airweight Management		
Paragon Growth, Manchester.		
Airweight Fd Sept 5	100.5	221.6
Atlantic Unit Managers Ltd.		
45, Moorgate, EC2A 4LS, 01-436 3711.		
American Exp Corp.	101.5	54.7
Commodity	71.8	71.9
Jap. For Euro	105.8	68.8
Balfour Beatty & Co. Ltd.		
35 Abchurch Lane, E.C.4A 3NE.		
1st Etr Aug 7	100.5	214.6

SEC. 100	100.0
SEC. 101	101.0
SEC. 102	102.0
SEC. 103	103.0
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SEC. 141	141.0
SEC. 142	142.0
SEC. 143	143.0
SEC. 144	144.0
SEC. 145	145.0
SEC. 146	146.0
SEC. 147	147.0
SEC. 148	148.0
SEC. 149	149.0
SEC. 150	150.0
SEC. 151	151.0
SEC. 152	152.0
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SEC. 166	166.0
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SEC. 168	168.0
SEC. 169	169.0
SEC. 170	170.0
SEC. 171	171.0
SEC. 172	172.0
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SEC. 245	245.0
SEC. 246	246.0
SEC. 247	247.0
SEC. 248	248.0
SEC. 249	249.0
SEC. 250	250.0
SEC. 251	251.0
SEC. 252	252.0
SEC. 253	253.0
SEC. 254	254.0
SEC. 255	255.0
SEC. 256	256.0
SEC	

Dr. Cash	100.0
To, W. J. Smith Trust	109.6
By, J. A. Felt App.	257.6
Dr. Interest	118.3

[illegible]

[illegible][illegible]

INDUSTRIALS—Continued[illegible]**LEISURE—Continued**[illegible]**PROPERTY—Continue**[illegible]

INVESTMENT TRUSTS—Contd.

[illegible]**FINANCE, LAND—Cont**[illegible]**MINES—Continued**[illegible]

NOTES

Unless otherwise indicated, prices and net dividends are in pence and coverations are 25c. Estimated price/earnings ratios and covers are based on latest annual reports and accounts and, where possible, are updated on half-yearly figures. P/E's are calculated on "net" distribution basis, earnings per share being computed on profit after taxation and shareholder ACT where applicable; bracketed figures indicate 10% per cent or more difference between "gross" and "net" distributions. Distribution ratios are calculated on "net" distribution. Covers are based on "maximum" distribution, i.e., companies gross dividend costs to profits after tax, excluding exceptional profits/losses but including estimated amount of affittable ACT. Yields are based on middle prices, net of premium, adjusted to ACT of 30 per cent and allow for value of declared distribution and rights.

—Continued

PLANTATION.

Stock	Price	↑	↓	Net	Chg
Rubbers					
East Plants	69	+1	—	—	—
Indus's	180	+3	—	7.0	3.0
in 10p	118	—	—	1.25	2.1
Plants M30.5	72	+2	—	0.00	0.1
Central 10p	19	—	—	—	—
Amr. Pl. M31	94	+1	—	0.00	1.3
Indus M30c	70	+1	—	0.25	0.6
Kepon M31	70	+1	—	0.15	0.6
Plnt M31	45	+1	—	0.10	1.1
Evans Inv. 10p	69	+5	—	2.25	2.6

MINEC

Central Road			
647	-3	-	-
444	-8	-	-
68	-	-	-
554	-7	NO200c	3.1
125	-	SQ10c	0
232	-13	T080c	1.3

Eastern Road			
135	-	-	♦
333	+13	-	♦

REGIONAL & IRISH STOCK

The following is a selection of Regional and Irish stocks, the latter quoted in Irish currency.

Albany Jan 20p	99	+3	Armed	190
Craig & Rose 21	700	..	CPI Higgs	61st
			Current Inst	147

Friday Pkg. 5p	15	Carton	73
Hisco Brew	235	Dublin Gas	73
	238	Mail 18 & N	60

[illegible]

From 11 1/4% 1968	£183 1/2	Jacob (W. & R.)	100 1/2
Nat. 9 1/4% 5/4/89	£97 1/2	Umdare	18 1/2

7
6

Fm. 13% 97K12 | EMT + 1

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It is important to note that the above results are based on the assumption that the data are stationary. If the data are non-stationary, the results may be biased. Therefore, it is important to test for stationarity before conducting the analysis.

1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

AMEX COMPOSITE PRICES

Prices at 3pm, September 5

7/15										7/15										7/15										7/15										
D										E										F										G										
Stock	Div	P/E	52w High	Low	Last	Chg	Vol	Open	Close	Stock	Div	P/E	52w High	Low	Last	Chg	Vol	Open	Close	Stock	Div	P/E	52w High	Low	Last	Chg	Vol	Open	Close	Stock	Div	P/E	52w High	Low	Last	Chg	Vol	Open	Close	
Adco	18.16	51	15	14	14	+	1	14	14	DWG	12.6	6	12	12	12	+	1	12	12	Intm	12.0	24	34	32	32	+	1	32	32	Rest	72.43	10	17	17	17	+	1	17	17	17
Aflac	28.13	250	15	14	14	+	1	14	14	Danaher	40	12	12	12	12	+	1	12	12	Intm	12.0	24	34	32	32	+	1	32	32	Rest	72.43	10	17	17	17	+	1	17	17	17
Airbus	20.01	21	15	14	14	+	1	14	14	Danaher	40	12	12	12	12	+	1	12	12	Intm	12.0	24	34	32	32	+	1	32	32	Rest	72.43	10	17	17	17	+	1	17	17	17
Alcoa	20.01	21	15	14	14	+	1	14	14	Danaher	40	12	12	12	12	+	1	12	12	Intm	12.0	24	34	32	32	+	1	32	32	Rest	72.43	10	17	17	17	+	1	17	17	17
Alcoa	20.01	21	15	14	14	+	1	14	14	Danaher	40	12	12	12	12	+	1	12	12	Intm	12.0	24	34	32	32	+	1	32	32	Rest	72.43	10	17	17	17	+	1	17	17	17
Alcoa	20.01	21	15	14	14	+	1	14	14	Danaher	40	12	12	12	12	+	1	12	12	Intm	12.0	24	34	32	32	+	1	32	32	Rest	72.43	10	17	17	17	+	1	17	17	17
Alcoa	20.01	21	15	14	14	+	1	14	14	Danaher	40	12	12	12	12	+	1	12	12	Intm	12.0	24	34	32	32	+	1	32	32	Rest	72.43	10	17	17	17	+	1	17	17	17
Alcoa	20.01	21	15	14	14	+	1	14	14	Danaher	40	12	12	12	12	+	1	12	12	Intm	12.0	24	34	32	32	+	1	32	32	Rest	72.43	10	17	17	17	+	1	17	17	17
Alcoa	20.01	21	15	14	14	+	1	14	14	Danaher	40	12	12	12	12	+	1	12	12	Intm	12.0	24	34	32	32	+	1	32	32	Rest	72.43	10	17	17	17	+	1	17	17	17
Alcoa	20.01	21	15	14	14	+	1	14	14	Danaher	40	12	12	12	12	+	1	12	12	Intm	12.0	24	34	32	32	+	1	32	32	Rest	72.43	10	17	17	17	+	1	17	17	17
Alcoa	20.01	21	15	14	14	+	1	14	14	Danaher	40	12	12	12	12	+	1	12	12	Intm	12.0	24	34	32	32															

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